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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
given in the
HONGKONG WEEKLY
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with which is incorporated the
CHINA OVERLAND TRADE REVIEW.
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A most pleasant retreat for those desiring of
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WE have just received a shipment of
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It is highly recommended by many medical
men on account of its beneficial action in
certain ailments, particularly in complaints of
a gouty origin or tendency. Either by itself
or mixed with SODA or GINGER BEER
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Hongkong, 5th July, 1906.

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HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 9TH, 1906.

A correspondent of the Times at Peking,
evidently well informed as to the state of
affairs in China, recently made some valuable
remarks as to the effect of the movement
which has set in in China in the direction of
the study of foreign literature. He points
out that the movement at its present stage
is not without some elements of danger, on
the well known principle that "a little
knowledge is a dangerous thing." This of
course is undeniable, but it is still a question
whether in some cases a little knowledge is
after all less dangerous than complete
ignorance. The beginnings of new studies
are always apt to take a fantastic shape.
Knowledge of a specialist character is
usually overestimated in value and is apt
to engender the kind of conceit which has
been a fertile subject of satire—"la belle
chose de savoir quelque chose." But it is
well not to be impatient of such little
manifestations of weakness, and to
recognise that they may have a useful as
well as a comical side. They no doubt take
at first, but after a little they may prove to
be the initial stages of what may turn out
to be an advance in knowledge such as
may lead to solid and valuable results. The
writer above referred to is not wrong in
considering that it is no small thing to find
the Chinese getting out of the old grooves
in any way. It is a great step in advance
that they should recognise that there is anything
in foreign book-knowledge worth serious con-
sideration; but at least this point has been
reached, and it may be hoped that it will

be the beginning of better things. We are
so much inclined to accept our own
standards as the only ones worth consider-
ing that we find it difficult to understand
that the Chinaman does exactly the same
thing with regard to his standards.
Hitherto he has looked upon foreigners (as
it must be admitted in fairness they have
very largely looked upon him) as people
having nothing worthy the name of
literature, and has concluded that nothing
could be learnt from them except practical
science and this chiefly in the direction of
more formidable warlike appliances than
the Chinese had yet become acquainted with.
The idea that a foreigner might have written
something which could compare in wisdom
with the Chinese classics has until recently
been looked upon as altogether outside
consideration. This view, however, cannot
fail to have been shaken to some extent by
what the Chinese are well aware has taken
place in Japan. They find a nation who
took a large part of its literature and
civilization from China herself studying
with respect the civilization and literature
of foreign nations; and, as a result, they
also see before them a vast improvement
not only in external relations, but also in
the internal administration of that country.

This fact cannot fail to strike them quite as
much as the material success of Japan in
the late war; and, notwithstanding all
their prejudices, they cannot but recognise
that the position of Japan has been
largely due to her study of foreign
institutions and her acquaintance with
foreign languages and literature. The
writer notes that the demand for Western
literature has increased enormously since
the abolition of the old methods of examina-
tion. "Literature, modern, healthy and
instructive," is, he says, "being brought into
China by the ton. There is immense
activity in the publishing houses in Shang-
hai and Japan, and altogether great changes
are in operation." This movement he
admits is at times misdirected and some
evils are attendant upon it, but he considers
that "its general tendency—a striving to-
wards greater national efficiency, however
impossible of attainment that may seem in
China—is one that all nations interested in
modern progress should regard with some
measure of sympathy and encouragement".
With this view, most people will agree. If
the Chinese generally recognise that it is
possible for them to obtain some knowledge
of statesmanship and administration from
the hitherto despised foreigner, a great
step will have been made in the direction
of ultimate improvement. This has hitherto
been almost hopeless from the Chinese
inherited habit of looking backward rather
than forward, and considering that all the
defects in the country are the result of their
departing from the infallible principles of
Government of ancient times. If they will
only face the actual facts and recognise
that the ancients are the ancients, but that
they are the people of the present day,
there is a hope that they may set to work
in earnest to obtain a system of government
suitable to existing circumstances and the
near future, instead of trying to hark back
to the conditions existing in the time of the
Ming and the still more distant past.

Such a change in the Chinese mind is a
very great one; but there seems to be room
for hope that the stirring events of recent
times have in some small degree brought it
about. The fact that the Chinese have
manifested a general desire to acquire a
knowledge of English, as is stated by the
writer to the Times, would seem to indicate
that they have at last realised that there
are facts and possibly even principles of
government which they can learn with
advantage from foreign nations. This once
realised, the great obstacle to improvement,
namely, their self-sufficiency and conserva-
tism, will be at least modified, and may in
time be removed, and the way may be thus
opened for the introduction of necessary
reforms. This process must of necessity be
of a very gradual character, and it is not
likely that any such sudden change will
occur in China as has taken place in Japan.
It, however, the Chinese honestly endeavour
to improve the administration of their
country by what they can learn from foreign
nations, there is every reason to hope that
their practical commonsense will enable
them to make improvements in each direc-
tion where improvement is necessary in
such manner and at such times as may be
suitable for the changes that have to be
made.

There were five plague cases recorded on
Saturday, making 84.

According to a Peking despatch, dated June
23rd, influential French financiers intend
visiting China shortly for the purpose of
establishing banks at Peking and Tientsin.

The great demand for cement in San Fran-
cisco for rebuilding purposes has caused the
prices to advance in Japan. The Asano and
Aichi cement factories have made contracts
to run ten years.

A German scientist declares that it will not
be possible to raise oysters in the Bay of Naples
for two more years. The beds there, which
were very famous, were completely destroyed
by the recent eruption of Mount Vesuvius.

The meteorological observations taken at the
Hongkong Observatory during the month of
June show that the total maximum temperature
was 87.2 deg., the minimum 78.9 deg., and the
total rainfall 5.895 inches.

An American journal, desirous of insinuating
delicately that Mr. Spenser Cannon at 73 will
be too old for a presidential candidature, remarks
that "the American people are not in the habit
of giving a man nuts after he has lost his
teeth."

Regulations made by the Governor-in-
Council for the better enjoyment of persons
attending performances at the theatre in the
City Hall, and for the better preservation of
property in such theatre, are published in the
Government Gazette.

The new Harbour Office, which is now
completed and ready for occupation, will be
opened on Monday, 16th instant. The new
office is in Connaught Road Central (New
Prays) nearly opposite the Hongkong, Canton
and Macao Steamboat Co.'s wharf.

The Suez Canal Company state that the
total charges to be received by them for the
passage of the *Admiral Dewey* through the
Suez Canal do not amount to £20,000, as has
been stated, but approximately to £5,200, of
which only £3,900 is for the transit of the
dock itself, the balance of £1,300 being payable
on the convoys.

The Manila *Call* of July 3rd reports:—
Lieutenant Tolmachev H. Bereton, 2nd In-
fantry, committed suicide at 10.30 Sunday
morning, with a 45 calibre revolver, in his
room at the Army and Navy Club, in this city.
Lieutenant Bereton came to Manila from
Camp Stansburg last Wednesday evening
and was assigned to twenty days' temporary
duty at department headquarters in order that
he might be near his wife, who is sick at
division hospital, and who gave birth to a still-
born child last Tuesday evening.

The *Singapore Free Press* says: Perhaps the
reason for the delay in the issue of the award of
the Tanjong Pagar Arbitration is due to the
fact that the umpire, Lord St. Aldwyn, has
been engaged as chairman of the Royal Com-
mission to inquire into the alleged disorders in
the Church of England. They finished taking
evidence last autumn and have since been sitting
almost continuously. The volume of 1,500 pages
is by this time issued. The Church Association
goes so far as to say "it will be a unique ex-
posure of the vast Romanising conspiracy in the
Church of England". Lord St. Aldwyn is, of
course, our old friend Sir Michael Hicks-Bach.

It is reported (according to the *Kobe Herald*)
that over thirty vessels, forty divers and five
hundred coolies are engaged in the operations
for the refloating of the *Mikasa* at Saebao.
The hull is stated to be submerged to the depth
of 20 to 30 feet and is damaged at five or six
sections, principally on the port side, the largest
damaged section being 50 feet in length.
The hull is full of mud and the divers find it very
hard to fill up these holes. The work is
consequently delayed. If there be no stormy
weather, pumping out may be commenced two
months hence.

Returns of the average amount of bank notes
in circulation and of specie in reserve in Hong-
kong, during the month ended 30th June, 1906,
as certified by the managers of the respective
banks, are as under:—

Banks.	Average amount	Specie in reserve
Chartered Bank of India, Australia and China	\$3,335,721	\$2,300,000
Hongkong and Shang- hai Banking Corpo- ration	10,847,823	8,000,000
National Bank of China, Limited	84,964	40,000
Total.	\$14,268,508	\$10,340,000

When Mr. Gladstone made so much pother
about the Bulgarian atrocities, which proved
to have been grossly exaggerated, he managed
to set the United Kingdom aflame over the
unspeakable Turk and his, mostly imaginary,
doings, says the *Singapore Free Press*. That
was a flea-bite to the almost incessant sequence
of bloody scenes enacted in Russia ever since
Japan brought that aggressive power to its
marrow-bones. Now it has been the Reformers
or Revolutionaries: now the Jews. The earth
red with blood all day, the sky red with fire all
night, is hardly an exaggeration. No wonder
that the soul of humanity revolts at the endless
tale of massacre that puts Russia to-day below
the lowest of Central African savage tribes. If
the Turk had done a hundredth part of it, how
the Radical orators would have gone raving up
and down the country. But Russia is Christian,
and apparently can do no wrong. In the case
of Turkey, the victims were "Christians" of
sorts; in the case of Russia they are merely Jews.
It seems a lopsided kind of philanthropy.

THE JAPANESE "CIRCUS."

An entertainment, described as a Japanese
circus, took place in the City Hall on Saturday
night. The description was somewhat of a
misnomer, as the entertainment consisted
chiefly of balancing feats and tricks. These,
however, were very clever, but something more
was required by way of variety.

TELEGRAMS.

[REUTERS' SERVICE.]

MR. BRYAN ON THE EDUCATION
OF ORIENTALS.

LONDON, July 5th.

Mr. Bryan, who will probably be the
Democratic candidate for the United States
Presidency, in a speech on Independence
Day at a banquet in London, dwelt on the
necessity of the whites educating the dark-
skinned races of the Orient to a nobler con-
ception of life; he welcomed the beneficent
influence of Japan, and was confident that
reform in China would make her a powerful
collaborator in the international vineyard.

THE PROPOSED REDUCTION OF
THE BRITISH ARMY.

LONDON, July 5th.

Mr. Brodrick, in a letter to the *Times*,
declares that the proposed wholesale reduc-
tions in the army, especially in the
artillery, will amount to a national calamity
and make the richest nation in the world a
general laughing stock.

RUSSIA.

LONDON, July 5th.

The Tsar has cashiered three officers of
the mutinous Guard regiment, including
Prince Vassilitchikov.

RESULT OF THE PRINCESS OF
WALES' STAKES.

LONDON, July 5th.

- 1.—Dunrobert.
- 2.—Llangibby.
- 3.—St. Amant.

HENLEY REGATTA.

LONDON, July 5th.

The Henley Regatta was favoured by
splendid weather; there were 69 entries, a
record number, and the attendance was
enormous. The Belgian crew won the
Grand National, beating Trinity Hall by
three lengths. Leander did not compete.

CRISIS IN EGYPT.

LONDON, July 6th.

Sir Edward Grey has begged the House
of Commons not to pass a hasty judgment
on the Egyptian executions, and not to
embark on a discussion. It is a serious
subject at the present moment, but it is
more serious in view of the fact that fanat-
icism has been on the increase all this year
in Egypt, and that the fanaticism is not con-
fined to Egypt, but is spreading to North
Africa. The recent attack on British officers
could never have occurred a short time ago.
Since the attack other significant attacks
have been made on Europeans. We may be
on the eve of having to take further
measures to protect Europeans in Egypt,
and if the House of Commons at this juncture
weakens or destroys the authority of
the Egyptian Government, we may be face
to face with a most serious situation, be-
cause if fanaticism in Egypt overcomes the
authority of the Egyptian Government,
extreme measures will be necessary, and we
may be forced at any moment to take un-
constitutional measures, which we are bound
to take in an emergency.

Lord Cromer was present during the
discussion in the House.

LATER.

Sir Edward Grey's speech created a most
profound sensation, and was listened to in
silence, broken occasionally by approving
cheers. Mr. Keir Hardie said that in view
of Sir Edward's appeal he would not discuss
the matter, but Mr. Dillon, later, reverted
to Egypt, vilifying the government of Lord
Cromer. Sir Edward Grey said he was
sorry for the attitude that Mr. Dillon had
taken, but he could not reply to his remarks
without doing serious mischief.

A private of the Dublin Fusiliers, return-
ing to camp, was attacked by the natives in
a suburb of Alexandria and seriously
injured.

THE NATAL TROUBLE.

LONDON, July 6th.

The troops in Bloemfontein and Harri-
ersmith, also a portion of the Pretoria garrison,
have received orders to be in readiness to
proceed to Natal.

CHINESE IN THE TRANSVAAL.

LONDON, July 6th.

Mr. Churchill stated in the House of
Commons that the 30th November has been
fixed for the stoppage of the recruitment of
Chinese.

THE ANGLO-JAPANESE ALLIANCE.

LONDON, July 6th.

Sir Edward Grey, speaking in the Foreign
debate, said that the Japanese alliance was
enjoying exceedingly good health. Japan
was devoting her remarkable energy and
public spirit to guiding Korea, and to the

development of her own resources. The
alliance gives a sense of security to each,
without being a serious anxiety to anyone
else, and we trust that it may long remain
so. In regard to the Congo, Sir Edward
said that Great Britain was prepared to join
the other Powers in pressing a change of
system in the Government. In conclusion,
Sir Edward justified the proposed visit of
the British fleet to Kronstadt.

EXPENDITURE ON PUBLIC WORKS
FOR 1905.

In the current *Gazette* appears the annual
report of the Hon. Mr. W. Chatham, Director,
of Public Works. It shows that the actual
expenditure for the year was £2,378,540.45, or
£450,255.38 less than the amount voted. A
saving of £45,234.44 was made on persons
employment and other charges, and this was
largely due to the rise in exchange, the
estimates having been prepared on the basis of a
1s. 8d. dollar, as against an average actual rate
of 1s. 11d. On the annually recurrent works
the saving on the original vote was \$17,551.94
plus the supplementary vote of \$401,750. The
principal excesses in the annually recurrent
works were, maintenance of telegraphs,
£1,589.31, and maintenance of Praya wall and
piers, \$3,293.33. The former was due to
the introduction of metallic circuiting on all
the Government telephone lines, rendered
necessary by the establishment of the electric
tramway service on the trolley system; and
the latter to the extension and repair of the
public pier opposite Observation Place, Praya
East, which it was considered advisable to carry
out before the Praya reclamation plant was
disposed of. The excesses on these and a few
other votes were nearly balanced by savings on
others. The total amount voted for ex-
traordinary works was \$2,162,197.83, and
of this the amount expended was \$1,775,138.83,
being short of the amount voted by \$387,059.
The works on which the expenditure fell
much below the estimate were—Law Courts,
\$89,429.50; Post Office, \$85,509.77; and
Kowloon Water Works, \$78,200.56. The
principal items on which expenditure
occurred in excess of the provision made
in the estimates, or for which no provision
had been made, were—Typhoon Tak water
works scheme, \$39,075.32; Kowloon-Canton
railway—surveys and preliminary expenses,
\$54,463.31; Forming and kerbing streets,
\$24,746.45; resumption for widening Salisbury
Road, Kowloon, \$17,336.75; and rainstorm
damages, \$12,768.43; gunpowder depot,
\$20,000.34; miscellaneous drainage works,
\$14,673.15. The savings and excesses nearly
balanced each other, the expenditure only fall-
ing short of the amount provided in the
estimates by \$49,031.17, or less than 2½ per
cent.

The gross expenditure exceeded that of the
previous year by \$307,102.08, practically the
whole of the increase being due to extraordinary
works.

LAWN BOWLS.

Members of the Kowloon Bowling Green Club
who reside on the Hongkong side are naturally
a minority, and when a match is arranged
"Kowloon v. Hongkong," they invariably have
to enlist the services of players lacking the
residential qualifications. It is somewhat
unkindly hinted that on the occasion of Sat-
urday's match, other qualifications were lacking,
for the players representing Hongkong were
defeated by an overwhelming number of points.
Nevertheless, a very enjoyable afternoon was
passed, which was the main thing.
The number 1 green is at present looking
mottled. It has just undergone a patching
process that was certainly needed. It seems a
pity that the turf introduced should be so coarse
when the members might have taken well-
knitted and acclimatised sods from the spare
corners of their own premises.

There is still some talk of a bowling green
being established on the Hongkong side, West
Point way; but apparently nothing definite has
yet been done.

RUSSIAN POLICY IN CHINA.

WORTH \$1,000 PER MONTH.

In the American consular court at Shanghai,
a suit is on trial brought by Frank J. Mail-
land, British subject, who claims to be sole
owner of the *Shanghai Times*, against
George Collingwood, American, formerly
editor and manager of that paper. In the
latter's answer the following appears among
other statements:—

"4.—And defendant further answering said
complaint of plaintiff and for a counterclaim
set off alleges: That on or about the month of
July, 1905, said Frank J. Mailland requested
defendant to call upon and see the representa-
tive of the Russian Empire located at Shanghai,
for the purpose of obtaining from him a
monthly subsidy for said publications, the
Shanghai Times, and *Sport and Gossip*, in
return for which the said papers would devote
their said columns to the support in general of
Russia's policy in China and in particular to
combat and antagonize the proceedings of the
Anglo-Japanese alliance.

"That in consideration of defendant's
services in obtaining such subsidy and of using
the editorial department of the paper aforesaid
in pursuance of it was agreed that defendant
should retain one-half of said monthly
subsidy so obtained, said arrangement
so made beginning with the first day of
August, 1905, and the sum of one thousand
Mexican dollars per month was paid to said
plaintiff in accordance therewith. That plain-
tiff has received such subsidy each and every
month since such time until December, 1905, but
has never kept the agreement with defendant to
pay him one-half interest in such monthly
subsidy, but on the contrary has failed and
neglected so to do.

"That in the month of December, 1905,
defendant obtained said monthly subsidy for
that month and retained the same until he
could obtain a settlement from the plaintiff on
account of said former payments, and defendant
has been unable to obtain from plaintiff any
further settlement."—*Colliences*.

POLICE COURT.

Saturday, July 7th.

BEFORE MR. H. H. J. GOMPERTZ (FIRST
POLICE MAGISTRATE).

LARCENY.

A coolie was charged with the larceny of
clothing and a clock to the value of \$14.50
from a shopkeeper at Quarry Bay.
He was found guilty and sentenced to
six weeks' imprisonment with hard labour and
six hours' stocks.

THE LEIGHTON HILL OUTRAGE.

His Worship discharged the second native
arrested in connection with the assault upon
Mrs. Aoki at Leighton Hill Road, as she failed
to identify the man.

The police, however, continue to prosecute
inquiries, and have offered a reward of
\$500 to any person furnishing information
which will lead to the arrest of the offenders.

BEFORE MR. F. A. HAZELAND (SECOND
POLICE MAGISTRATE).

AS BIG A NUISANCE.

The scavenging contractor of the Sanitary
Board was charged with failing to exhibit a
light on one of his boats, as required by the
harbour regulations.

His Worship—This man is almost as big a
nuisance as the Sanitary Board's last contractor.
The last man used to say he was losing money.
Does this man say the same?

Inspector Langley—I don't know, your
Worship, but he loses a lot of rubbish.

A fine of \$10 was imposed.

A RLY GROC SHOP.

Inspector Gouley, accompanied by a body of
police, raided houses Nos. 15 and 16, Praya
East (a Japanese club) on Friday night, and
arrested three Japanese and a Chinese "boy"
on a charge of selling liquor without a license.
Placed before his Worship, the first de-
fendant pleaded guilty and the maximum penalty,
a fine of \$300, was imposed. The other charges
were withdrawn, and the liquor seized was
ordered to be confiscated.

ASSAULT CASE.

Constable Taylor was summoned for assault-
ing Carl Bruckner at Ship Street on May
20th. This case arises out of the one heard last
month in which the constable charged a ship-
mate of the complainant's with assault with
intent to cause grievous bodily harm, and the
defendant in that case was sentenced to one
month's imprisonment.

Mr. C. F. Dixon of Mr. John Hastings'
office appeared for complainant, Carl Bruck-
ner, sworn, said that on May 20th he
went to a house in Ship Street with the
second officer of his steamer and an
engineer. They left the house shortly before
10 o'clock, the other two men going first.
When witness was about ten paces from the
house he saw the defendant come along the
street and speak to one of his comrades. Defen-
dant abused him, and witness on coming up
with them asked what was the matter. Defen-
dant did not reply but continued the abuse
and told his friend to go down the street.
After they had been talking some time
defendant struck at his friend, but witness
could not say whether he hit him or not. Then,
without any provocation, defendant struck
witness in the mouth with his fist and broke
his tooth and cut his lips. Complainant subse-
quently went to the Wanchai Police Station
and had just finished reporting the assault
when defendant entered with his shipmate
in charge.

By Defendant—Witness had had several
glasses of beer that night. He was not ordered
away from the house and did not cause a
disturbance. He could not say whether his
friends made trouble or not.

Further evidence was heard and the case
adjourned.

A YEAR'S LAND SALES.

In his annual report the Director of Public
Works deals with land sales by auction, with-
out auction, extensions granted, grants on
nominal terms, grants on short leases, permits
to occupy land for short periods and extension
of short period leases to 75 years leases. During
the year 1905 387 lots, having area in square
feet of 18,334,845, and a total annual Crown
rent of \$25,338.05, were sold, the premium on
same being \$292,782.31. The actual amount of
premium paid into the Treasury during the
year was \$394,963.96, or considerably less than
the estimate, which amounted to \$500,000.

A SAD BEREAVEMENT.

Sympathy with Mr. H. A. Burke, accountant
in the office of the P. M. S. S. Co., will not be
confined to the American community when the
painful nature of his bereavement is made
known. The young and comely mother of his
five children, who went to Hospital on Saturday
evening with a sudden attack of malarial fever,
died an hour or so after admission, and was
interred yesterday (Sunday) evening. We
understand that there were symptoms of chronic
dyspepsia in Mrs. Burke's system, but that the
illness which ended so sadly was of the nature
already stated, and developed quite suddenly and
unexpectedly. All the children are quite
young, one only a few months old. The late
Mrs. Burke was about 27 years of age.

CANTON.

(FROM OUR CORRESPONDENT).

July 6th.

A CORRECTION.

The paragraph headed "The Sampson Nui-
ance," appearing in my notes yesterday, needs
correction. I regret to say that my informant
made a mistake in telling me that the *San-
hankow* had run down a sampan on the 4th
inst. I now learn that the steamer concerned
was the *San Honan*.

HONGKONG JOTTINGS.

The news that the open-air concert promoted by the Volunteers, are to be resumed in a fortnight will doubtless be welcomed by a considerable section of the community. These at fresco entertainments were decidedly popular last summer, and certainly no more agreeable way of spending the Saturday evening could be devised. The Commandant and officers of the Corps have lent their assistance to the undertaking, and as Mr. Geo. Grumble is arranging the first programme there can be little doubt as to its success. The first concert will be given on the 21st inst.

It is a little amusing when an audience fails to recognise that an entertainment is at an end. Such a circumstance occurred in the City Hall on Saturday night. The last performance in the Japanese "circus" finished at 11 o'clock, and as the hour was comparatively early and as no curtain was dropped or no attempt made to play the national anthem, the people present naturally thought there was something more to come. So they retained their seats, and afterwards some of the more impatient, manifested a desire to culminate matters. Still the stage assistants proceeded calmly with their duties. By and by somebody whispered that the "show was over," and a few went out, while the others sat and looked at each other and wondered at the delay. In the course of ten minutes or so it dawned on them that there was nothing more to be seen, and somewhat shamefacedly they rose and walked out. It was a singular situation and was apparently due to the fact that none of the company had sufficient English to make the necessary announcement. The evident willingness of the audience to sit on seems like a genuine testimonial to the merit of the performance.

I am glad to see that some people are refusing to be bullied by either chair or ricksha coolies into paying more than the legal fare. But the majority of Europeans are unfortunately indifferent on the subject. "Oh, yes, I know the fare is only five cents, but I gave him ten cents. I don't want any hooly over five cents." These are the remarks that one hears whenever the subject is introduced, so that the individual who risks a scene by paying only the legal fare has not even the sympathy of those members of the community whose support he should have in fighting against the exactions levied by the coolies. As we see from the various prosecutions that have taken place at the magistracy, the police are willing to assist in the matter, but as I remarked last week, unless the public co-operate with the authorities little good will be done. The point to be remembered by those who give the subject small consideration is that those who are able to pay more than the legal fare have no right to do so when such action creates a precedent and establishes a custom which operates harshly on their less wealthy neighbours.

It must have come with some surprise to many residents to learn that a thousand coolies are to be imported from the north of China for railway work in the new Territory. One would have thought that that form of labour could have been obtained in plenty nearer hand, but yet it has to be admitted that men accustomed to the work should give more satisfactory results than those who are not experienced. Moreover the men from the north are bigger and stronger than those in the south, and are better adapted for the work. Doubtless the police in the new Territory will have an anxious time at first owing to the presence of such a large body of men, who are always prone to faction fights but after a few lessons they ought to learn the ways of peace which must be followed in a British settlement.

A friend of mine has recently been dining on the evils of dice-throwing as it obtains in the Colony. He refers, of course, to the practice which prevails in so many places for deciding who should pay for the refreshments to be consumed. He points out that the griffin suffers most from this custom, as it may frequently happen that having entered the club with a companion and begun an innocent toss to decide who should pay for two drinks, others may join in the throwing with the result that the "young 'un" finds himself victimised to the extent of eight or ten drinks. It would certainly be better in the interests of those who do not wish to gamble and are not courageous enough to say "no" lest they appear mean in the eyes of others, if this form of gambling could be eliminated from our recreation clubs, but yet, knowing what human nature is, it is too much to hope that gambling, even in this comparatively mild manner, will be stopped. I merely mention these complaints in the hope that those who have decided opinions either way may have an opportunity of expressing them.

The agitation raised by these in the government employ who suffer by the high dollar gained an accession of strength from an unexpected source during last week. The Indian police, dissatisfied with their decreasing scale of remuneration, were inclined to express their feelings by refusing to go on duty. This, of course, was very foolish, and they had to be taught a lesson by one man being sent to goal. While there can be little sympathy with those who asked to be paid on the sterling basis when the dollar was low, yet it is very hard that the great body of those in the civil service should be bound by the action of their predecessors. When a hardship exists, it ought to be inquired into and if possible removed. In the business houses it is different. If a man stipulated before he came out here that he should be paid according to the home currency, then if he suffers thereby he has only himself to blame.

BANYAN

CORRESPONDENCE.

SOME HONGKONG NUISANCES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—"Heigh! 'Sha! Heigh! 'SHA!" No one has ever perambulated the Hongkong level, even for a few yards only, without being annoyed by this raucous crescendo. It is not only irritable or nervous people who suffer; Job himself would be tempted to throw his pebbles at the rascals who, with malicious satisfaction, continue the chorus until the victim makes some demonstration. It usually happens that one has to "run the gauntlet," the coolies at one end of the line taking up the teasing task while the others enjoy their laugh. Those just outside this Club are as bad as any, but although many members complain, none seem to think there can be a remedy.

Could not the authorities here treat the ricksha coolies as they are treated in London? Forbid him to tout. Let the first on this stand be the first to be taken. Forbid this hallooing of pedestrians, and provide a summary punishment for offenders.

Another nuisance is encountered anywhere between the Club and the Post Office in the evenings, when every few steps one is annoyed by a dirty gamin thrusting an evening newspaper under one's nose. There is no getting away from these human mosquitos; and they and the ricksha coolies together make one feel like the housemaid in "Pickwick," who remarked "After all, there's nothing like sleep," and took an ogre-puff of laudanum.

In this case the good sense of the newspaper proprietors should abolish the nuisance, for I cannot believe that such methods increase their sales. Then there are the steam launch whistles, of which there appear to be hundreds in the harbour, the mildest note of which is modelled on the cry of a maniac mother robbed of her imaginary baby; while others make one think of Gargantua as a schoolboy, experimenting with a mammoth slat-pencil on a Broodingmagian slab. Now permit me to say, sir, after a long sea experience, that there is no need whatever (no purposes of navigation) for most of this hullabaloo. I am not speaking of foggy weather, of course. In the finest of weather the Chinese coxswain is like the barnyard fowl. One hen cackles the rest join in; one launch whistles, all the others within hearing hasten to provide a sort of Greek chorus.

It is worth noting that men-o-war launches moving in the harbour very rarely blow their whistles, and if they can run without accident, why cannot privately-owned launches do the same? Severe treatment of Chinese coxswains caught needlessly adding to the pandemonium chorus is the only suggestion I have to offer here, but let it be severe! Faithfully yours,

N. O.

Hongkong Club, July 7th.

(Our esteemed correspondent has by no means exhausted the catalogue of nuisances. Perhaps the authorities will be properly impressed and spurred to action if somebody reminds them of the savant's postulate that "a man's intellectual status is in an inverse ratio to his toleration of noise." We do not altogether accept it ourselves, having noted that even congregations of intellectuals find in the making of noise a natural expression of their collected feelings. Kings and princes enjoy salutes of artillery, salivations are uplifted by the cornet and the drum, and that unmusical concert, "For he's a jolly good fellow," is often sung by legislators and judges. But the intellectual status of the Chinese coxswain is not in question, and we can sympathise with N.O.'s plea for a boiling oil treatment. Really, all unnecessary noises should be eliminated with the earnestness of the Sanitary Board as applied to plague germs. In this connection, we would ask if the post-office coolies could not be persuaded to wheel in the early morning mails without their customary "capstan-shanty." It is pleasant to see labour tackled with cheerfulness, but for the weary night-worker to hear it at six a.m. is another thing. There are others. The two policemen who take shelter in the doorway and cluster in the miscellany "silent watches of the night," and the house boy next door who will "jodel" while we are trying to prepare a thesis—these and others will be remembered; but in the meantime let the authorities devote special attention to those mentioned by "N.O.," and to the coolies who push the morning mail-cart.—Ed.)

A WARNING TO GAMBLERS.

STRUCK BY LIGHTNING.

The superstitions in Manila regard as an awful warning the incident thus reported by the *Cablenews*:

Cavite, July 1. The cock-pit at Mondex Nunez, a pueblo of Cavite and twenty-four miles south of this city, was struck by lightning Sunday afternoon while the place was crowded with participants in the cockfighting.

The flash of lightning killed seven people, and wounded nine. The wounded are being cared for by the local authorities. The terrible accident has created immense excitement.

The Executive Secretary had a telegram from Governor Van Schaijk, of Cavite, which gave the number of killed as five and said that most of 13 others were injured. This message said also that the people were in a private house and engaged in playing panguingue, a native game of cards, played for money.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 7th at 11.50 a.m.—The barometer has risen generally, particularly in the North.

Pressure is highest to the N.E. of Japan in the North, and over the S. part of the China Sea in the South.

The lowest pressure is over China. Fresh S. and S.W. winds are indicated in the Formosa Channel and the N. part of the China Sea.

Forecast:—Fresh S. winds; squally, showers.

REVIEW.

The Philippine Islands, by JOHN FOREMAN, F.R.G.S. Shanghai, Hongkong, Singapore and Yokohama: Kelly and Walsh, Ltd. 3rd ed. To attempt now to praise "Foreman's Philippines," as this book is, now popularly called, would indeed be to paint the lily. The appearance of a third edition is in itself an indication of the general verdict, and it will be sufficient to say, from a reviewer's point of view, that this edition shows signs of having been most carefully brought up to date. In addition to careful revision throughout, all the facts of public interest and importance that remained to add have been included.

For the benefit of those unfamiliar with the work, however, we may repeat that there is scarcely any branch of knowledge relating to the Philippines to which they will fail to find adequate references somewhere within these six hundred pages. Politics, geography, ethnology, sociology, commerce, botany, history, exploring reminiscences, these and other matters are faithfully reviewed, by an author singularly capable. It is as informing as an encyclopedia and as interesting as the *Pickwick Papers*. There is something very fascinating in the way he tells of the old Spanish, Chinese, and British invaders, who went among bloodthirsty and valiant people, not with scientific weapons of precision, but with sword in hand, man to man, blade against blade, and performed so prodigiously. These were the days when he might keep who had the power, and he might take who could. The Spaniards had not been established five years in Manila before they begged permission of their King to conquer China. And yet it was not so very long ago; and the hints that Mr. Foreman gives of monastic dominance and priestly doings vividly recall the earlier days and ways of which Babelais, Roccaccio, and others have left records. What a change now for the Philippines, their masters no longer pious, superstitious, throat-cutting cavaliers, but moral-maxim-spouting, bustling get-rich-quick men. The Filipino, still largely influenced by hereditary fondness for the "sweet-do-nothing," may well feel that he has stepped from the fire into the frying-pan. Mr. Foreman very fairly appreciates what both nations have done for the Filipino. All is not plain sailing for the democratic ideal, however. The "doctrine of equality of races," misunderstood and exaggerated, is "a theory which the [Filipino] proletariat has interpreted by a self-assertion hitherto unknown, and a gradual relinquishment of that courteous deference towards the white man formerly observable by every European. This democratic doctrine, suddenly launched upon the masses, is changing their character. The polite and submissive native of yore is developing into an ill-tread, up-to-date, wrangling politician," with the only-to-be-expected result that democratic America has to use "paulish coercion to inculcate its ideals. Even to do good to others, it seems still necessary to use force. The embryo angels have to pay taxes for their sprouting wings. Others than the Americans have to learn that "it is quite impossible for a race born and living in the Tropics to adopt the characteristics and thought of a Temperate Zone people." The principles of liberty are not appreciated by all Europeans; they certainly do not appeal to Asians, "according to whose instinct every man dominates over, or is dominated by, another."

Few things could bring us into closer touch with our Chinese friends than chapter IV, which unfolds the history of Li-ma-hong, the Chinese Drake or Frobiisher. Quite fascinating is the story of his attempt to capture Manila, but we have qualms with regard to his policy of staying aboard while he sent men to fight ashore. Still, the fighting Spaniards counted him a notable foe.

Mr. Foreman is excellent on the psychology of the native, and lack of space alone is in the way of free quotations. The same consideration enables us to resist the temptation to argue with him on his suggestion that Asians are insensible to what we call the beauties of nature (p. 173). His book is one that should be acquired and kept for frequent reference; it is unlikely that any purchaser will regret the outlay. It may be mentioned that, although the introduction is dated September, 1905, the author has included matters relating to the islands that bring the history well into 1906, even the transfer of Mr. Luke E. Wright to Tokyo as the first ambassador being noted.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Delft* left Singapore for this port on the 8th inst., at 4 p.m., with the outward English mails, and is due here on the 11th inst., about 6 a.m.

The P. & M. str. *Korea* sailed from Yokohama for Hongkong on the 8th inst., and is due here on the 18th inst.

The I.G.M. str. *Bien* left Shanghai on the 7th inst., at 7 a.m., and may be expected here on or about 11th inst., at daylight.

The I.G.M. str. *Prinz Regent Luitpold*, carrying the German mails with dates from Berlin of the 19th June, left Colombo on Saturday, the 7th inst., a.m., and may be expected here on or about Wednesday, the 15th inst., a.m.

The N.Y.K. str. *Yasuda Maru* (Australian Line) left Manila for this port on the 7th inst., and is expected here on the 9th inst.

The N.Y.K. str. *Kurewa Maru* (Australian Line) left Nagasaki for this port on the 6th July, and is expected here on the 10th inst.

The N.Y.K. str. *Hakata Maru* (Bombay Line) left Singapore for this port on the 6th July, and is expected here on the 12th inst.

PUBLIC BUILDINGS.

Dealing with the Colony's Extraordinary Public Works, the Hon. Mr. W. Chatham writes as follows concerning the undermentioned buildings:—

Central Police Station.—This work was completed and handed over to the Police at the end of May. The additional accommodation afforded consists of two dormitories for Indian Constables (18 beds each); two for European Constables (16 beds each); one for Lance Sergeants (5 beds), and two for Sergeants (2 beds each). There are also a library, a mess-room and a billiard-room and three small rooms for servants. A wide verandah extends along nearly the entire length of the building, and is fronted by a colonnade of red brick, plastered externally and internally to correspond with the old building of which it forms part. The floors of the rooms are laid with hardwood boarding on hardwood joists and of the verandah with cement concrete on rolled joists. All beams consist of steel rolled joists. The old roof principals, &c., were used as far as possible and new Volunteer Headquarters. The erection of the old building were strengthened in various ways to enable it to support the additional story, and sundry small alterations in it were effected. The total expenditure under the vote was \$33,000 and a further sum of \$7,579 for the alterations and strengthening of the old building was charged to the vote "Miscellaneous Works."

Gunpowder Depot, Green Island.—This work was practically completed at the close of the year. It included the formation of a site on the north-east side of Green Island 1.13 acres in area, partly by excavating the hill and partly by reclaiming from the sea. To obviate the risk of damage to shipping, &c., from an explosion of the contents of any of the magazines, the site has been protected on the east side by a rubble mound, 13 feet in height, faced with pitched slopes and extending into the hill at each end, the magazines being thus completely enclosed. Within the enclosure thus formed, four separate magazines have been built, and in order to limit the effects of an explosion, should one unfortunately occur, they have been separated from each other by mounds of earth 13 feet in height. Each magazine has a floor area of from 2,800 to 2,210 square feet and consists of an ordinary brick building, one storey in height, with tiled roof. The floors, which are of cement concrete, are covered with a layer of asphalt and the windows are protected with iron bars.

Access to the depot is gained through an examination room, formed in the enclosing rubble mound, from which every magazine is reached by a flight of stairs. The floors of the examination room and covered ways are also finished with a layer of asphalt. A temporary pier has been erected for landing or shipping explosives and will be replaced by a permanent one at an early date. From the depot, a path leads to the quarters for the officer-in-charge and guard, which are about 100 yards distant and protected by an intervening spur of the hill. The quarters contain 8 rooms for the officer-in-charge, one room for an assistant and another for an office, whilst accommodation is provided in separate buildings for 8 boatmen, an Indian Sergeant and 4 Indian Constables. The establishment of the gunpowder depot and signalling station on Green Island, in addition to the lighthouse, necessitated the residence of a number of men there and the quarters for the men were accordingly erected. After examination of the possible sources, it was decided to construct a tank to collect some small springs which issue from the cutting made in leveling the site of the depot. A manual pump and line of piping will enable the water to be raised to a tank on the hill at such a level as to supply all the quarters by gravitation, except the signalling station, which is on the summit, 20 feet above sea level. The cost of this work is being defrayed out of the vote "Miscellaneous Water Works."

Harbour Office.—Progress on this work was much retarded by the difficulty experienced in obtaining the granite necessary for the completion of the principal part of the ground storey and it was not until November that all the requisite stone was obtained and set. The other portions of the work, however, pushed forward with the result that the main part of the building was almost completed by the close of the year and most of it roofed in. A considerable amount of the external plastering was done, some of the floors laid and ceilings, which are of timber, fixed and most of the joinery was in readiness for fitting.

Law Courts.—How also great difficulty was experienced in obtaining a supply of granite, especially during the earlier part of the year, with the result that the progress of the work was slow. Owing to the numerous granite arches extending from the pillars of the colonnade to the main walls, it was not possible to proceed with the brickwork above the level of the first floor until these had been built and every effort was therefore made to get the granite work pushed on. It may be mentioned that each of the stones in the pillars of the colonnade weighs from 24 to 34 tons and much careful dressing is necessary to adapt them for setting in the work. Much of the steelwork and concrete forming the first floor were laid early in the year, the internal walls having then reached such a level as to admit of this being done. By the close of the year nearly all the external walls were completed to the same level, the pillars of the colonnade were of an average length of 12 feet 6 inches, and some of the arches were in progress. The average number of masons employed daily was 124. In addition to the stone set in the work, 120 granite balusters were prepared, bringing the number of these ready for fixing up to 200.

Post Offices.—The contract for the foundations was nearly, but not quite completed, completion being delayed by the undertaking of additional work. One of the principal items was the covering of the entire area of the basement with asphalt, which was also carried up the outside of the main walls so as to prevent the percolation of tidal or subsoil water into the basement rooms, which are to be used for the storage of mails, &c. The asphalt was laid on an average length of 44 feet 6 inches, and was covered with a layer of cement concrete, 6 inches, the thickness of the asphalt being 1 inch. It was also decided to make provision for a clock tower in the building and this necessitated some alterations and additional work in connection with the foundations. This delayed the completion of the contract. The total number of piles driven has been 1,898, of an average length of 44 feet 6 inches. A contract for the superstructure was entered into with Messrs. Sang Lee & Co. on the 1st August. A quarry from which suitable stone could be obtained for the work was selected at Ngau Tau Kok, in New Kowloon, and a considerable amount of preparatory work was carried out to enable a good supply to be obtained, a quantity of roughly-squared blocks being in readiness to transport to the site when it became available. Some brick and plaster models of the principal parts of the stonework were also prepared.

Prison.—It was not found possible to proceed with this work, but while in Kowloon, which was considered suitable, was selected. The proposal to erect a prison on Stonecutter's

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Laubenhaimer	14.00	28.00
Graacher	14.00	28.00
Niersteiner	15.00	30.00
Hochheimer	20.00	40.00
Liebfraumilch	24.00	48.00

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12, QUEEN'S ROAD CENTRAL.

CIGARS.—ALHAMBRA LA UNION Manila Factories.

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Island was finally abandoned in consequence of its being considered advisable to hand over the island entirely to the Military Authorities.

Volunteer Headquarters.—The erection of new Volunteer Headquarters, which has long been under consideration, was undertaken in June. It was at one time proposed to erect the necessary buildings at Happy Valley immediately to the north of the Golf Club House, and designs for this were prepared, but the proposal was ultimately abandoned in favour of the site of the old buildings at the corner of Garden and Lower Albert Roads. The old building was practically taken down, only some of the basement walls being made use of in connection with the erection of the new one. Fair progress was made with the work, the walls being generally 6 feet above the level of the drill-hall floor, the concreting of which was completed. The cost of the building is being defrayed principally from funds in the possession of the Volunteer Corps, the Government contributing a sum of \$5,000 only.

THE NEW EDUCATION BILL.

A CONCISE EXPLANATION.

To facilitate the understanding of the Bill by the general public now that it is occupying the attention of Parliament and the country to an increasing extent, a London paper publishes a simple and concise explanation of the elementary educational system as it exists in the country at present, and of the changes which Mr. Birrell's measure proposes to make.

THE SYSTEM AS IT NOW EXISTS.
The Bill does not meddle with the educational systems of Scotland or Ireland. It applies only to England and Wales.

Elementary education is now given under two systems:—(a) Church schools, and (b) board schools.

Church schools, known also as voluntary schools, because no one is compelled to attend them, give special religious instruction; each denomination having its own particular schools, its own selected teachers, and imparting its own catechism and creed, and forms of prayer.

These schools number 14,074 and educate 2,584,991 children.

Board schools supply knowledge of the Bible, elementary Christianity uncoloured by any creed, and educate over 2,000,000 children. Both kinds of schools are now State aided.

THE PROPOSED NEW SYSTEM.
Principle I.—The Education Bill stops all State aid to Church schools (Anglican, Roman Catholic, Wesleyan, &c.) after January 1st, 1908. Thus no public money will be paid for the teaching of distinctive religions. This is the first cardinal principle of the Bill.

Principle II.—Existing Church schools to obtain financial support must abandon their religious character, become like the board schools which have only the plain Bible story, and then they will be known as "provided schools," that is, the education authority of each district will "provide" all necessary funds.

The Church schools must be handed over to the new system—by willing arrangement if possible; if not, they will be taken under schemes framed by three Commissioners. This raises the question of over-ridding the trusts of Church schools.

All elementary schools will thus come under complete control of the local authorities. That is the second cardinal principle.

The plain Bible teaching will be given daily between 9 and 9.45 a.m.; but no child will be compelled to attend until 9.45. Thus attendance for secular teaching is compulsory, but attendance for Bible teaching is not compulsory.

Local authorities are county councils, or borough councils, or parish councils.

Principle III.—"Religious tests" are enforced now in Church schools for teachers, that they may be qualified to give the denominational religious teaching. The new system abolishes and forbids all religious tests, and henceforth teachers will be appointed by the local education authority, without any regard to their religious opinions. That is the third cardinal principle.

Local authorities may permit denominations to supply religious teaching on two mornings each week, but the denominations must provide the teachers and pay all the expenses, and no child shall be compelled to attend.

THE "EXTENDED FACILITIES" CLAUSE.
Religious teaching may be given on the same conditions—by permission of the local authority in any town having more than five thousand inhabitants every morning. This clause, which is known as the "Extended Facilities" Clause (Clause IV.), was inserted for the Roman Catholics and the Jews. It would cover all the Jewish schools, 81 per cent. of the Roman Catholic schools, 85 per cent. of the Wesleyan, and only 56 per cent. of the Church of England schools.

THE COST OF THE BILL.
The changes involve an additional parliamentary grant of £1,000,000 per annum for education.

HOME RULE FOR WALES.
A national council will be established in Wales to administer the new system there.

LEADING OBJECTIONS.
Four cardinal objections have been raised to the Bill:—

OUR PRICES
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throughout on basis of prevailing high exchange.
We supply only

PIANOS

OF THE
HIGHEST CLASS.

of great durability, and are entitled to claim for them greater excellence in every particular than any others offered in the Colony.

WE ARE THE
ONLY FIRM

who have had long practical experience in
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EXPERTS AND
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and our rapidly superior knowledge is embodied in all Pianos we Manufacture or Import.

The latter are personally selected at the factories, and are thoroughly

PREPARED AND
PROTECTED
THROUGHOUT

against heat, damp, and vermin.

THE ROBINSON
PIANO CO., LD.

BRANCHES FROM PENANG TO
PEKING.

Hongkong, 20th May, 1906. [116]

1.—It establishes and endows the kind of teaching of which only Nonconformists approve.—Dr. Gore, Bishop of Birmingham.

2.—It confiscates Church property created under sanction of Parliament—violates trusts and deprives the Church of the protection of the law.—The Prime Minister.

3.—It tramples particularly upon the Church of England, because only 56 per cent. of its schools could come under the extended facilities clause.—Mr. Balfour.

4.—Violation of religious equity, common justice, and civic equity.—Roman Catholic Archbishop of Westminster.

WORK UNDER THE BUILDING
ORDINANCE.

Under this heading the D.P.W. reports:—As the result of a more extended acquaintance with the Public Health and Buildings Ordinance of 1903, the plans submitted by architects have been generally in accordance with its provisions, but applications for a modification of one or more of these are very numerous, and as nearly all such applications have to be referred to the Sanitary Board as well as to the Governor in Council, the carrying out of the new Ordinance involves a great deal more work than the old.

Plans.—Plans were deposited during the year for 35 European and 164 Chinese houses, as against 56 European and 156 Chinese houses in 1904. The diminution in the number of new buildings for which plans were deposited indicates depression in building operations, though there was a large increase in the number of plans for the alteration or extension of existing buildings. This increase is, however, in great measure due to the enforcement by the officers of Sanitary Board of these provisions of the new Ordinance, which require the spacing out of backyards or the enlargement or insertion of windows in existing houses. No damage of importance was caused to buildings by typhoons or rainstorms during the year. Much attention was given to the quality of the mortar used in the erection of the various buildings which were in progress with the result that, out of 29 samples taken, 7 were found to be deficient in time. Prosecutions were successfully instituted in all these cases and resulted in the infliction of fines amounting to \$1,700. It is hoped that these prosecutions will have a salutary effect in improving the quality of the mortar used throughout the Colony.

The Naval Yard Extension and Messrs. Butterfield & Swire's Shipyard Works were in progress throughout the year. In the case of the former, the reclamation, outer quay wall and tidal basin were practically completed and substantial progress was made with the construction of the graving dock. Several of the buildings connected with the scheme were in progress, some delay being caused in the case of the pump-house by the failure of the timbering just as the excavation for the pump-wells, about 70 feet in depth, was nearly completed.

In the case of the Shipyard Works, the reclamation and levelling of the site made good progress and the inner portion of the graving dock was completed; work on the entrance, for which a very heavy cofferdam was required, being in active progress by the close of the year.

OCEAN STEAMSHIP COMPANY, LD.

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JOINT SERVICES.

FOUR-DAILY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST-AUSTRALIAN, JAPAN
AND HAWAIIAN PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"LAERTES"	On 12th July.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 18th July.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 24th July.
GLASGOW and LIVERPOOL...	"DIOMEDE"	On 2nd August.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 8th August.
GLASGOW and LIVERPOOL...	"PELEUS"	On 14th August.
GLASGOW and LIVERPOOL...	"CHING WO"	On 20th August.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 26th August.
GLASGOW and LIVERPOOL...	"CYCLOPS"	On 31st August.
GLASGOW and LIVERPOOL...	"BELLEROPHON"	On 3rd August.
GLASGOW and LIVERPOOL...	"KINTUCK"	On 30th August.

HOMELANDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"TEUCER"	On 24th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.
GENOA, MARSEILLES and LIVERPOOL	"TYPEUS"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.
HAVRE, ROTTERDAM and LIVERPOOL	"ALCINOUS"	On 30th August.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"TELEMACHUS"	On 4th August.
HAMA	"BELLEROPHON"	On 1st September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TEUCER"	On 14th July.
	"TYPEUS"	On 15th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. 19-10

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 10th July.
SHANGHAI	"YCHOOW"	On 10th July.
SHANGHAI	"KALGAN"	On 10th July.
SHANGHAI	"LINAN"	On 12th July.
SWATOW, WEIHAWEI, CHEFOO, and TIENTSIN	"HUICHOW"	On 12th July.
CEBU and ILOILO	"KAIFONG"	On 18th July.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 18th July.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

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Hongkong, 9th July, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

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12 days across the Pacific in the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA TO VANCOUVER.
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PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. "EMPERESS OF JAPAN" 6,000	Leave Hongkong 11th July ... 1st Aug.
"MONTEAGLE" 5,500	Leave Hongkong 18th July ... 11th Aug.
"EMPERESS OF CHINA" 6,000	Leave Hongkong 1st Aug. ... 22nd Aug.
"TARTAR" 4,425	Leave Hongkong 8th Aug. ... 1st Sept.
"EMPERESS OF INDIA" 6,000	Leave Hongkong 22nd Aug. ... 12th Sept.

THE quickest route to CANADA, UNITED STATES AND EUROPE, calling at
Shanghai, Nagasaki (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL
OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT
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Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.
Intermediate on Steamers ... £40, ... £42.
and 1st Class Rail ...

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate"
passengers only to intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal ports and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOY	"MASAN MARU"	MONDAY, 9th July, at Noon.
TAMUI VIA SWATOW AND AMOY	"JOSHIN MARU"	FRIDAY, 13th July, at 10 A.M.
SHANGHAI VIA SWATOW AND AMOY	"SHOSHU MARU"	TUESDAY, 10th July, at Noon.
ANPING VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 11th July, at 10 A.M.
SWATOW, AMOY AND FOOCHOW	"FRITHJOF"	THURSDAY, 12th July, at Noon.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office.
Second Floor, No. 1, Queen's Building.

Hongkong, 9th July, 1906.

T. ARIMA, Manager.

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INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TO SAIL
SHANGHAI	"HANGSANG" ... Wednesday, 11th July, 4 P.M.
MANILA	"LOONGSANG" ... Friday, 13th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG" ... Tuesday, 17th July, 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze
Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS. 118

Hongkong, 7th July, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
ROON	WEDNESDAY ... 11th July
SEYDLITZ	WEDNESDAY ... 18th July
BATERN	WEDNESDAY ... 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY ... 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 22nd August
SACHSEN	WEDNESDAY ... 29th September
PRINZ HEINRICH	WEDNESDAY ... 26th September
GREISENAU	WEDNESDAY ... 10th October
PRINZ LUDWIG	WEDNESDAY ... 24th October
PRINZESS ALICE	WEDNESDAY ... 7th November
PREUSSEN	WEDNESDAY ... 21st November

ON WEDNESDAY, the 11th day of JULY, 1906, at Noon, the Steamship "ROON"
Captain G. Meiners, with MAILED PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 9th July. Cargo and
Specie will be received on Board until 5 P.M. on Tuesday, the 10th July, and Parcels
will be received at the Agency's Office until Noon, on Tuesday, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	\$51 0 0	\$22 0 0	\$12 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA or GIBRALTAR	64 0 0	44 0 0	26 0 0
return	115 0 0	79 0 0	47 0 0
VIA BREMEN or SOUTHAMPTON	68 0 0	48 0 0	27 0 0
return	123 0 0	82 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltair and
travelling to Bremen or Southampton overland the same rates will be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EUROPE:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES.
PRINZ SIGISMUND	TUESDAY, 24th July.
WILHELM	TUESDAY, 21st Aug.
PRINZ WALDEMAR	TUESDAY, 18th Sept.

ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st Class	2nd Class	3rd Class
TO MANILA	\$50	\$30	\$20
return	80	50	30
TO NEW GUINEA	\$28	\$18	\$12
return	42	24	16
TO BRISBANE	\$30	\$20	\$14
return	44	26	18
TO SYDNEY	\$33	\$23	\$15
return	47	29	19
TO MELBOURNE	\$34	\$24	\$16
return	48	30	20
TO YOKOHAMA	\$30	\$20	\$14
return	44	26	18
TO KOBE	\$35	\$25	\$17
return	49	31	21
TO YOKOHAMA and back from KOBE	\$34	\$24	\$16
return	48	30	20

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £37 0 0.

TO EUROPE VIA AUSTRALIA AND AMERICA ... 96 0 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

STEAMERS	SAILING DATES.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUITPOLD" Wednesday, 18th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH" Wednesday, 1st Aug.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"WILHELM" Wednesday, 1st Aug.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton	£62 0 0	£32 0 0
To Bremen	£52 0 0	£27 0 0
To Paris via Cherbourg	£65 0 0	£35 0 0
To Naples, Genoa via Gibraltair	£65 0 0	£35 0 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOUERS & CO., AGENTS.

Hongkong, 9th June, 1906.

EAST ASIATIC CO., LTD.

COPENHAGEN.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIC PORTS.

S.S.	TO SAIL
"NORDKAP"	on or about the 20th July from Hongkong.
"KINA"	on or about the 5th Aug. from Hongkong.
"SIBIRIEN"	on or about the 1st Sept. from Hongkong.

FOR YOKOHAMA AND KOBE.

S.S.	TO SAIL
"SIBIRIEN"	on or about the 27th July from Hongkong.

For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 3rd July, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN	First half of July	JAVA PORTS	First half of July
TJIPANAS	JAPAN	Second half of July	JAVA PORTS	First half of August
TJILATJAP	JAVA	Second half of July	JAPAN via SHANGHAI	First half of August
TJILWONG	JAPAN	Second half of August	JAVA PORTS	Second half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 9th July, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BAZANIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
Captain C. L. Daniel, carrying this
Majesty's Mail, will be despatched from this
Port on SATURDAY, the 14th July.

above ports in connection with the Company's
steamer, 6,525 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the E.M.S. Hindustan, due
in London on 26th August.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 2nd July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship

"JESERIC,"
Captain Thompson, will be despatched for the
above Ports on or about the 28th inst.

For Freight, apply to
ARNOLD, KARBURG & CO.,
Agents.

Hongkong, 4th July, 1906.

SPECIAL BLEND WHISKY.

Cutler, Palmer & Co's
SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.

AGENTS
SIEMSEN & CO.,
HONGKONG.

408

CLEANSE YOUR BLOOD
WITH GRIMALT & CO'S
SARSAPARILLA

The original sar-
saparilla, recom-
mended for the
last 40 years for
lymphatic diseases,
eruptions, boils,
and all disorders
of the skin.

GRIMALT & CO.
4, rue d'Orléans,
PARIS

1165-1

POST OFFICE NOTICES.

The *Arundel* with the French mail of the 8th June, left Saigon on Friday, the 6th inst., at noon, and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 5th May.

The *Delia*, with the English mail of the 15th June, left Singapore on Friday, the 6th inst., at 4 p.m., and may be expected here on or about Wednesday, the 11th inst., at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 15th May, and the parcel mails despatched in London for despatch by the all sea route on the 6th June and for despatch overland on the 13th June.

MAIL WILL CLOSE

FOR	PER	DATE
Kobe	Daini Maru	Monday, 9th, 9.00 A.M.
Hankow	Jokohama	Monday, 9th, 10.00 A.M.
Swatow, Amoy and Tamsui	Munshi Maru	Monday, 9th, 11.00 A.M.
Macao	Hongkong	Monday, 9th, 12.15 P.M.
Kobe, Shanghai, Moji, Kobe, Shimizu, Yokohama and Seattle	Tsunomaru	Monday, 9th, 3.00 P.M.
Yokohama, Samsui, Sourabaya and Batavia, Cheriton, Samsui, Sourabaya and Macao	Tsunomaru	Monday, 9th, 4.00 P.M.
Singapore, Penang and Bombay	Island	Tuesday, 10th, 10.00 A.M.

For Europe, India via Taitouan. Extra. Late letters 11.00 to 11.30 A.M. Extra. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao, Shanghai, Hongkong, Penang and Colombo. Extra. Late letters 11.00 to 11.30 A.M. Extra. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.). Extra. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Singapore, Penang and Calcutta. Extra. Late letters 11.00 to 11.30 A.M. Extra. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

For Europe, India via Taitouan. Extra. Late letters 11.00 to 11.30 A.M. Extra. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

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Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.). Extra. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Singapore, Penang and Calcutta. Extra. Late letters 11.00 to 11.30 A.M. Extra. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	July 7th.
Telegraphic Transfer	21 1/2
Bank Bills, on demand	21 1/2
Bank Bills, at 30 days sight	21 1/2
Bank Bills, at 4 months sight	21 1/2
Credit, at 4 months sight	21 1/2
Documentary Bills, at 4 months sight	21 1/2
ON PARIS.	July 7th.
Bank Bills, on demand	26 1/2
Bank Bills, at 4 months sight	26 1/2
ON NEW YORK.	July 7th.
Bank Bills, on demand	51 1/2
Bank Bills, at 4 months sight	51 1/2
ON BOMBAY.	July 7th.
Telegraphic Transfer	15 1/2
Bank Bills, on demand	15 1/2
ON CALCUTTA.	July 7th.
Telegraphic Transfer	15 1/2
Bank Bills, on demand	15 1/2
ON SHANGHAI.	July 7th.
Bank, at sight	72
Private, 30 days sight	72 1/2
ON YOKOHAMA.	July 7th.
On demand	103 p.m.
ON HONGKONG.	July 7th.
On demand	12 1/2 p.m.
ON SINGAPORE.	July 7th.
On demand	2 p.m.
ON BANGKOK.	July 7th.
On demand	2 p.m.
SOVEREIGNS, Bank's Buying Rate	9.40
GOLD LEAF, 100 fine, per tael	49.70
SILVER, per oz.	29 1/2

OPIUM.

Quotations are—	Allow no rest to 1 catty.	July 7th.
Maua New	to	per picul.
Maua Old	to	per picul.
Maua Old	to	per picul.
Maua Old	to	per picul.
Maua Old	to	per picul.
Maua Old	to	per picul.
Maua Old	to	per picul.
Maua Old	to	per picul.
Maua Old	to	per picul.
Maua Old	to	per picul.

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. str. *Arundel* left Saigon on the 6th inst., at noon, for this port.

THE S.S. MAIL.
The P. & O. str. *Delia* left Singapore for this port on the 6th inst., at 4 p.m., and is due here on the 11th inst., about 6 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Reon* left Shanghai on the 7th inst., at 7 a.m., and may be expected here on or about the 11th inst., at daylight.

THE AMERICAN MAIL.
The P.M. str. *Korea* sailed from Yokohama for Hongkong on the 8th inst., and is due here on the 18th inst.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of China* left Vancouver on Monday, the 2nd inst., p.m., for Hongkong via the usual ports of call.

THE INDO-CHINA MAIL.
The Indo-China str. *Nanyang*, from Calcutta and the Straits, left Singapore on the 3rd inst., at 5 p.m.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Hongkong & Shanghai	\$125	\$82 1/2, buyers.
National B. of China	45	\$47, cum call.
Bell's Asbestos F. A.	25	\$7, 3/4.
China-Borneo Co.	\$12	\$7 1/2, buyers.
China Light & P. Co.	\$10	\$10, buyers.
China Provident	\$10	\$9, sellers.
Cotton Mills		
Hongkong	Fls. 50	Fls. 45.
International	Fls. 75	Fls. 61.
Laun Kung Mow	Fls. 100	Fls. 70.
Soysche	Fls. 600	Fls. 310.
Dairy Farm	\$5	\$16, buyers.
Docks and Wharves	\$50	\$10 1/2, buyers.
H. & W. Dock	\$50	\$15 1/2, buyers.
New Amoy Dock	\$50	\$15 1/2, buyers.
Shanghai Dock and	Fls. 100	Fls. 107.
Eng. Co. Ltd.	Fls. 100	Fls. 107.
Shan & H. Wharf	Fls. 100	Fls. 107.
Fenwick & Co., Geo.	\$25	\$22, sellers.
Green Island Cement	\$10	\$23, buyers.
Hongkong & C. Gas	\$10	\$17 1/2, buyers.
Hongkong Electric	\$10	\$15, sellers.
H. H. L. Tramways	\$100	\$123.
Hongkong Hotel Co.	\$50	\$127 1/2, buyers.
Hongkong Ice Co.	\$25	\$20, buyers.
Hongkong Rope Co.	\$10	\$29, sellers.
H. K. S. Waterboat	\$10	\$9.
Insurance		
Canton	\$50	\$42 1/2.
China Fire	\$50	\$85, buyers.
China Traders	\$50	\$95, buyers.
Hongkong Fire	\$50	\$121, sellers.
North China	\$50	\$110, sales & buy.
Yonghe	\$100	\$172 1/2, sales.
Land and Building		
Hongkong Land	\$100	\$113, sellers.
Hampden's Estate	\$10	\$11 1/2, sellers.
Kowloon Land & B.	\$10	\$13, sellers.
Shanghai Land	Fls. 60	Fls. 111.
West Point Building	\$50	\$52, sellers.
Mining		
Charbonnages	Fls. 250	\$45, nominal.
Raube	\$10	\$34, sales.
Philippine Co.	\$10	\$5.
Refineries		
China Sugar	\$100	\$150, sales & sel.
Luzon Sugar	\$100	\$20, sellers.
Steamship Companies		
China and B. M.	\$25	\$20, sellers.
Douglas Steamship	\$50	\$42 1/2, buyers.
H. Canton & M.	\$15	\$27, sales & buy.
Indo-China S.N. Co.	\$10	\$75, sales.
Shell Transport Co.	\$1	\$27, sales.
Star Ferry	\$10	\$21.
Shanghai & H. Dyeing	\$50	\$50.
South China M. Post	\$25	\$20, sellers.
Steam Laundry Co.	\$5	\$6, sales.
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$42.
Powell & Co., Wm.	\$10	\$51, sellers.
Watkins	\$10	\$15, buyers.
Watson & Co., A. S.	\$10	\$10.
United Asbestos	\$4	\$0.
Do. Foundries	\$10	\$10.

HONGKONG TIDE TABLE.

From July 9th to 15th, 1906.

To correct Zone Time add 23 min. and 16 sec.

High Water.	Low Water.
Time.	Time.
Mon. 9	10.14
Tues. 10	11.25
Wed. 11	12.36
Thurs. 12	1.47
Fri. 13	2.58
Sat. 14	4.09
Sun. 15	5.20

HONGKONG METEOROLOGICAL REGISTER.

Barometer	Thermometer	Humidity	Wind	Force	Weather
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW

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29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW

HONGKONG METEOROLOGICAL REGISTER.

Barometer	Thermometer	Humidity	Wind	Force	Weather
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29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW
29.75	79.7	85	SW	3	SSW

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA-MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ORESTES."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd July.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 9th July.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th July will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th July, or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd July, 1906. [9.10]

NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m. To-day, Tuesday.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 10th July, at 9.30 A.M.

All Claims must reach us before the 16th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 2nd July, 1906. [5]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattini United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and Goods remaining in the Godowns after the 12th July will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m. To-day, Tuesday.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th July, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 2nd July, 1906. [1352]

HIS BRITANNIC MAJESTY'S SHIPS.

IN THE CHINA SQUADRON.

Authority, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. E. La T. Leatham, Shanghai.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain C. L. Vaughan-Lee, Shanghai.

Brumby, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davidson, Yangtze.

Britannia, gunboat, 710 tons, 900 h.p., Lieut. W. L. Banner, Yangtze.

Cadmus, British sloop, 1,070 tons, Comdr. H. D. Wilkin, D.S.O., Hongkong.

Diadem, 1st class cruiser, 11,000 tons, 16 guns, 15,500 h.p., Capt. H. W. Savory, Nagasaki.

Fame, torpedo-boat destroyer, 350 tons, 6 guns, 5,000 h.p., Lieut.-Comdr. Hughes, Hongkong.

Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Capt. Grant Dalton, S. American Ports.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Cox, Nagasaki.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. R. Henricher, Nagasaki.

Janus, torpedo-boat destroyer, 260 tons, 6 guns, 3,900 h.p., Lt.-Comdr. Darwall, Nagasaki.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,335 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain W. A. Valentini.
S.S. "FATSHAN," 2,380 tons, Captain R. D. Thomas.
S.S. "HANKOW," 2,373 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Sunday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,938 tons, Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise notified by Express. Sunday Special Excursions leaving Hongkong at 9 a.m., and a Second Departure about 7 p.m.

NOTE:—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a Second Departure about 7 p.m. On Sundays about 4 p.m. (See Special Express).

CANTON-MACAO LINE.

S.S. "JUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilton.

S.S. "NANNING," 569 tons, Captain C. Hutchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel; Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

"ALEXIA," Captain Luning, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside